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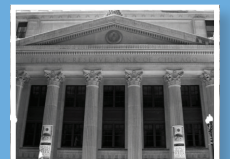
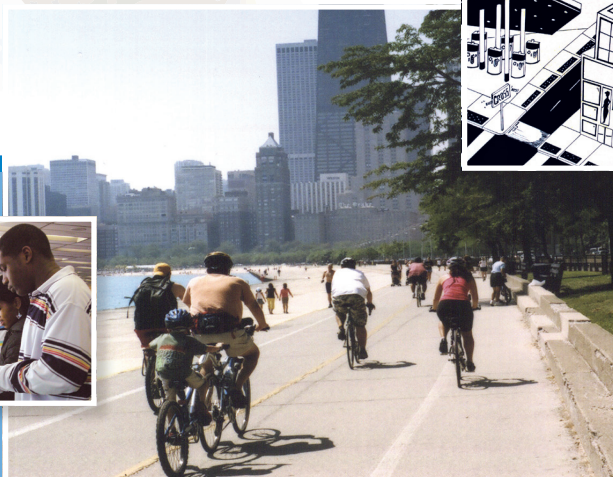
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# Annual Report

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## Fiscal Year 2009



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Gerald Bennett, chair  
Joe Deal, vice chair  
Elliott Hartstein, vice chair  
Al Larson, at-large member  
Rae Rupp Srch, at-large member  
Nigel Telman, at-large member

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Marilyn Michelini, mayor, Montgomery (Kane/Kendall)  
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Stephen Schlickman, executive director, Regional Transportation Authority (MPO Policy Committee)

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Jeff Schielke, City of Batavia (representing the Council of Mayors)

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Tom Cuculich, DuPage County

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Karen McConnaughay, Kane County

Joseph Moreno, Cook County

\*\*Larry Walsh, Will County

## **Federal Agency Appointees (non-voting members)**

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Norm Stoner, Federal Highway Administration

## **Regional Agency Appointees**

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Elliott Hartstein, Buffalo Grove (CMAP)

Steve Schlickman, Regional Transportation Authority

## **Operating Agency Appointees**

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Richard Kwasneski, Pace

John McCarthy, Continental Airport Express (Private Providers)

Phil Pagano, Metra

Michael W. Payette, Union Pacific Railroad (Class 1 Railroads)

Richard L. Rodriguez, Chicago Transit Authority

Rocco J. Zuccherro, Illinois Tollway

\* Chairman

\*\* Vice Chairman

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# 1. Introduction

In fiscal year 2008-09, the Chicago Metropolitan Agency for Planning (CMAP) completed its third full year of existence as the region's official agency for comprehensive planning of land use and transportation. The context for regional planning across the seven counties was shaped by an economic crisis that affected millions of residents and the governments and agencies that serve them. In fact, the economic situation reinforces why comprehensive regional planning is important. CMAP did its best to help the region rise to these challenges, and it is important to acknowledge that context at the very outset of this FY09 Annual Report.

**Section 2, Important Milestones**, describes some of the agency's major accomplishments in FY09. For example, development of the *GO TO 2040* comprehensive regional plan reached its midpoint, timed to coincide with centennial celebrations of the 1909 *Plan of Chicago*. Our summer-long "Invent the Future" phase of public input set new standards in the use of technology to help residents create their own detailed scenarios for the region. CMAP partners and other stakeholders were asked to comment upon a series of three sample scenarios -- "Reinvest," "Preserve," and "Innovate" -- that were geared toward planning professionals. That input will combine with the public's "Invent the Future" responses to generate a Preferred Regional Scenario that will be brought to the CMAP Board and Metropolitan Planning Organization (MPO) Policy Committee for approval in early 2010. That scenario will in turn be the basis for selection of capital projects to reinforce the *GO TO 2040* regional vision in early 2010, followed by release of a draft regional plan for comment in spring 2010 and the final plan in fall 2010.

Prior to and during those intensive *GO TO 2040* outreach efforts, CMAP made significant progress on the plan itself, in the form of new strategy papers and Regional Snapshot reports, along with other quantitative and qualitative analysis of policy and investment choices that will ultimately be in the regional plan. Our partnership with The Chicago Community Trust (CCT) gained new depth as we collaborated on regional indicators that will predict the effects of policies and investments that the region should implement to achieve its vision for the future. As with virtually all our agency's work, the CMAP Board and committees play central roles in setting priorities and continually reviewing staff work products as part of *GO TO 2040*.

FY09 saw the deepening of a global economic crisis that continues to play out on the state, regional, and local scales. Illinois budget uncertainties were reflected in withdrawal of state support for CMAP in the form of the Comprehensive Regional Planning Fund (CRPF), the loss of which jeopardized the agency's non-transportation planning activities and could have resulted in the inability to match \$11 million of federal transportation-planning funds (read more in **Section 3, Funding Crisis, Legislative Priorities, and Partnerships**). As FY10 began, the Illinois Department of Transportation (IDOT) committed to providing the match throughout the fiscal year; while this was an important step to keep CMAP moving forward, it does not address the shortage of funds for CMAP's non-transportation planning activities.

Due to the breadth of this economic downturn, its effects will continue to be felt for years to come. It has required CMAP and its partners to make quick adjustments that reflect new near-term needs without losing sight of long-term objectives. One early example was the January 12, 2009, workshop to aid communities affected by the economic downturn, "Crisis and Opportunities: Transit-Oriented Development and the Region's Economy," hosted by CMAP in

conjunction with the Regional Transportation Authority (RTA), the Illinois Development Council (IDC), Illinois City/County Management Association (ILCMA), and the American Planning Association (APA).

As the Obama administration formulated its economic stimulus package in early 2009, CMAP took the lead regionally by informing stakeholders and helping to review projects for funding under what came to be known as the American Reinvestment and Recovery Act (ARRA). CMAP began a weekly "Economic Recovery Update" e-mail service in January 2009 to keep regional stakeholders apprised of the stimulus package that was then in its early stages of development. Since then, CMAP has formed an ARRA Coordinating Council with the CCT and other leadership organizations in housing, workforce, and the environment to help local agencies and governments leverage stimulus funds. The ARRA Coordinating Council will continue its efforts in FY10. (For more on CMAP's regional response to the ARRA, see **Section 2**.) Difficult economic conditions seem destined to continue through FY10, and as always, CMAP will keep adapting in the service of local communities and regional priorities.

The economy's local effects were severe in terms of job losses and home foreclosures. In various ways, CMAP sought to help communities address these hardships, often with funding support from the ARRA. For example, CMAP played a central, coordinating role in efforts to ensure that communities across the region benefit from the federal Neighborhood Stabilization Program, described in **Section 2**.

Despite the necessary focus on near-term economic conditions, CMAP has kept a constant focus on the need to reform how long-term priorities are set. Especially in light of gloomy budget outlooks, taxpayers have a right to demand maximum value for their public resources. Transparency and accountability are central to CMAP's efforts, whether regarding how ARRA funds are allocated or how *GO TO 2040* will set priorities for capital projects. On a national level, CMAP has started to garner attention for its efforts to bring about such reforms.

One example described in **Section 2** was the completion in FY09 of efforts to define a process for Developments of Regional Importance (DRIs). This was the culmination of a two-year effort during which we very carefully listened to our closest partners and other interested parties, with the result being a process approved by the CMAP Board for a two-year trial period set to start in August 2009.

In FY09, CMAP issued a set of tax principles that are intended to help board members and staff to evaluate taxes, user fees, and other revenue generators at the state and local levels. The four principles -- described fully in **Section 2** of this report -- call for short-term adequacy and long-term sustainability; a broad tax base with low tax rates; equity; ease of administration; and transparency and accountability.

Another important ongoing effort described in **Section 2** is development of the Regional Water Supply Plan for an expanded 11-county planning area. While this important project again endured some funding uncertainty, CMAP has been able to sustain its commitment to completing the plan, thanks to stepped-up support from several participating counties, other partner organizations, and the University of Illinois at Urbana-Champaign.

In addition to details of how CMAP addressed funding obstacles in FY09, **Section 3, Funding Crisis, Legislative Priorities, and Partnerships**, includes information about the CMAP Board's approved strategy for the 96<sup>th</sup> Illinois General Assembly legislative session, which culminated in passage of a long-awaited capital bill. Section 3 also describes CMAP's federal agenda, which included support by -- and an increasingly visible role for -- the agency with regard to national efforts that promote the strategic importance of metropolitan regions in setting priorities. And Section 3 includes an update of CMAP's key partnerships with The Chicago Community Trust, the Burnham Centennial, and the Chicago 2016 Olympics bid.

**Section 4, Other FY09 Work Plan Highlights**, describes in detail the progress that was made in various projects that help make up the agency's work plan, which is an ambitious one. Though sometimes less visible than the activities summarized in Sections 2 and 3, the projects in Section 4 are no less important to the agency and the region. In many ways, they make up the heart of what CMAP does to integrate planning for transportation, land use, housing, economic development, open space, the environment, and other quality of life issues.

**Section 5, FY09 Budget**, has a short summary of the agency's finances during the past fiscal year. **Section 6, Conclusion: Toward 2040**, briefly lays out some of the anticipated milestones and challenges in FY10 as CMAP prepares for completion of the *GO TO 2040* regional plan. And finally, **Section 7, List of Acronyms**, is a simple roadmap for the inevitable array of abbreviations contained in this report.

As always, we appreciate your feedback about this or any other CMAP activity. Please email your comments to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) or phone us at 312-454-0400. You may also submit web comments at <http://www.cmap.illinois.gov/contact.aspx>.

## 2. Important FY09 Milestones

### 2.1 GO TO 2040

This was the first full year of *GO TO 2040*, the official comprehensive planning campaign for metropolitan Chicago. In addition to land use and transportation, *GO TO 2040* addresses a full range of quality-of-life issues, including the natural environment, economic development, housing and human services such as education, health care and other social services.

Primary planning activities for FY09 were development of alternative regional scenarios, strategy papers, and Regional Snapshot reports. Primary outreach activity was a new "Invent the Future" public-input phase that was timed to coincide with the Burnham Centennial in summer 2009. These and other important related milestones are described below.

### Scenario Development

Scenario evaluation is commonly used in long-range land use and transportation plans. It allows several alternative futures to be created and compared, illustrating the consequences of different policy and investment decisions. In FY09, CMAP explored three different scenarios -- "Reinvest," "Preserve," and "Innovate" -- describing how the region might plan to accommodate an expected 2.8 million new residents by 2040. A new website included in-depth scenario analysis and facilitated stakeholder feedback regarding policy and investment choices (<http://www.goto2040.org/scenarios/>). Users could weigh in with their opinions of the alternative scenarios, based on descriptions of the impacts each scenario could have on key indicators and illustrations of how the alternative scenarios might affect some sample communities around the region. Visitors to the site could also complete a detailed survey with their impressions of the strongest and weakest features of each scenario.

Based on input from the public and stakeholders and on research by CMAP and its partners, the agency will formulate a "preferred regional scenario" for board approval in January 2010. That scenario will be the basis for policy and investment recommendations that will be central to the *GO TO 2040* plan.

### Strategy Papers

The following planning strategies are being researched during development of the *GO TO 2040* regional comprehensive plan. Most of these have been recommended for implementation by past plans; others, such as infrastructure privatization, have arisen as major issues recently. CMAP intends to study the effects each strategy would have if it were implemented. At the time this report was prepared, thirty-nine strategy reports (marked below by asterisks) had been posted for comment on the *GO TO 2040* website ([http://www.goto2040.org/strategy\\_papers.aspx](http://www.goto2040.org/strategy_papers.aspx)).

#### Transportation

Arterial operations – pavement and access management\*  
Arterial operations – roundabouts\*  
Arterial operations – intersections  
Bicycling\*

#### Environment and natural resources

Climate change\*  
Conservation design\*  
Ecosystem restoration\*  
Energy conservation  
Parks and open lands\*



- Car-sharing\*
- Context sensitivity\*
- Freight operations
- Highway operations
- Interregional transportation\*
- Pricing and managed facilities\*
- Public-private partnerships\*
- Public transportation
- Transportation demand management\*
- Transportation security/incident management\*
- Alternative fuels\*

#### **Land use**

- Agricultural preservation\*
- Brownfields\*
- Historic preservation\*
- Parking
- School siting\*
- Teardowns\*
- Urban design\*

#### **Housing**

- Housing preservation\*
- Inclusionary zoning\*
- Regulatory barriers\*

- Stormwater best management practices\*
- Waste disposal\*
- Wastewater\*
- Water supply\*
- Waterway management\*

#### **Economic development**

- Economic development incentives\*
- Export promotion
- Green jobs
- Infrastructure including telecommunications
- Innovation

#### **Human services**

- 211 Human service collaboration\*
- Arts & culture\*
- Education\*
- Workforce development\*
- Public safety/ crime & justice\*
- Emergency preparedness\*
- Food policy\*
- Hunger\*
- Public Health\*
- Human relations

## **Regional Snapshots**

As part of its *GO TO 2040* comprehensive planning process, CMAP has instituted a series of Regional Snapshot reports (<http://www.cmap.illinois.gov/snapshot.aspx>). The snapshots look closely at planning issues to depict where the region stands in measurable terms regarding fundamental issues that will shape our communities in years to come. Numerous partners across the region have done a significant amount of good work to quantify the status and needs of metropolitan Chicago; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities. The Regional Snapshot series is not intended as an all-encompassing overview of northeastern Illinois. Each report is instead a short encapsulation of selected trends and data points that shed light on issues that have been identified as priorities in the region.

Reports completed in FY09 included "Latinos in Our Region" and "Industry Clusters." The former describes how Latino population growth could affect components of comprehensive planning, including employment, income, and education; land use, transportation, and housing; and quality of life issues such as health, recreation, and civic involvement. The latter provides an overview of the economy of northeastern Illinois by analyzing industry clusters, which are interdependent firms that are linked through the buyer-supplier relationship, share common resources and technologies, depend on similar labor pool and institutions, and rely on special infrastructure. Other snapshots begun in FY09 and nearing completion in early FY10 include Jobs-Housing Balance and Air Quality.

## "Invent the Future" Public-input Phase

On May 27, 2009, the *GO TO 2040* campaign entered into its "Invent the Future" public-input phase. "Invent the Future" focused on informing residents about the impacts of transportation investments and development decisions, and collecting input on priorities for the region's future direction, as described in a CMAP press release on June 1, 2009 (<http://www.cmap.illinois.gov/template.aspx?id=15528>). CMAP Board chairman Gerald Bennett was interviewed (<http://www.wttw.com/main.taf?p=42,8,8&vid=060409b>) on WTTW's *Chicago Tonight* to help kick off the new phase.

Developed by CMAP and MetroQuest and sponsored in part by The Chicago Community Trust, a suite of software tools allow users to create their own growth scenarios and compare their scenarios to CMAP's. Available to the public on the *GO TO 2040* Web site (<http://www.goto2040.org>), the tools let users experiment with trade-offs regarding transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Users can play with different types of transportation investments and development patterns and view the outcomes of those decisions. Users can rate their scenarios, e-mail their scenario Web page, or link to their scenario from their own Web pages.

These tools were central to more than 50 Invent the Future workshops that CMAP and its partners hosted around the region. With keypad polling, attendees got to create and rate their own detailed versions of 2040. See <http://www.goto2040.org/getinvolved/inventworkshops/> for details and locations. See <http://www.youtube.com/watch?v=xtlMyZJkza4> for a video about the workshops.

A shorter, introductory version of the MetroQuest software was installed in kiosks in high-traffic locations in the area. Some locations were permanent, including those in Millennium Park (adjacent to the Burnham Centennial pavilions), the Sears Tower lobby and the Chicago Architecture Foundation's "Chicago Model City" display. There were other traveling kiosks, which were rotated at sites across the region. And the RTA's existing kiosks included video content from the CMAP kiosks throughout the summer. See <http://www.goto2040.org/getinvolved/kiosks/> for details and locations.

CMAP staff members blanketed the region at festivals and other large outdoor events, where residents got to have their say with Invent the Future games and giveaways. The same software in the kiosks was installed in laptops for use at these events throughout the summer. See <http://www.goto2040.org/getinvolved/ontheroad/> for details and locations.

Additionally, CMAP partnered with local officials, residents, and design firms to visualize how certain alternative scenarios could shape more than a dozen municipalities across the region. During the spring of 2009, design firms created visualizations of how sites within these communities (<http://www.goto2040.org/scenarios/designworkshops/main/>) might look in 2040 under the "Reinvest," "Preserve," and "Innovate" scenarios. Participating communities included Arlington Heights, Barrington, Blue Island, Chicago (UIC/ Greektown/ West Loop), Rogers Park, Elgin, Fairmont in Lockport Township, Fox River Grove, Streamwood, Sugar Grove, Tinley Park, Wheeling, Winfield, and Yorkville.

Staff made a concerted effort of reaching out to mainstream media through press releases and contact via the phone, e-mail, and in-person. CMAP placed particular emphasis on getting coverage from bloggers and partner sites due to the emergence of "new media" sources. Staff created *GO TO 2040* pages on social networking Web sites like Facebook and Twitter, and a video package was created with footage from workshops and kiosk locations to be featured on YouTube. See [http://www.cmap.illinois.gov/invent\\_clips\\_9-1-09/](http://www.cmap.illinois.gov/invent_clips_9-1-09/) for a spreadsheet summarizing these activities.

## **Burnham Centennial**

The launch of *GO TO 2040*'s public-input phase coincided with the Burnham Centennial. One hundred years after Daniel Burnham's 1909 *Plan of Chicago*, the architect's bold plans and big dreams shape our metropolitan area today. One of CMAP's kiosks was located in Millennium Park close to two temporary pavilions installed in celebration of the Centennial. CMAP and the centennial organizers worked closely together, reminding residents that planning is about the future and that CMAP's comprehensive plan is our region's chance to build on the Burnham legacy.

## **2.2 Regional Response to the American Recovery and Reinvestment Act (ARRA)**

CMAP's response to the American Recovery and Reinvestment Act (ARRA) displayed the agency's ability to take a leadership role for the region in response to immediate concerns such as the economic downturn and its far-reaching consequences, from job losses to home foreclosures. CMAP took the lead in coordinating metropolitan Chicago's response, filling a significant void that likely could not have been filled prior to our agency's formation.

Months prior to creation of the ARRA, the CMAP Board had already adopted principles (<http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=13364>) with regard to programming of those funds. CMAP's advocated that, while pursuing the important short-term goal of stimulating the economy, such a package should also be the starting point for significant reforms of how infrastructure investments are made at the federal, state, and regional levels. These principles included:

- **Investments should be strategic *and* timely.** It is important to make a priority of *reinvestment* that emphasizes reconstruction and maintenance of infrastructure that already exists. Investments in new infrastructure should also have a demonstrable *national benefit*.
- **Investments should be focused on metropolitan areas.** Metropolitan regions drive the U.S. economy. To reflect this, the process for deciding how funds are allocated should use outcome-based criteria to assess the economic and environmental benefits and costs to the U.S. as a whole. Since projects with the greatest national benefit will tend to occur in metropolitan areas, it is important for regional planning agencies to be partners in decision-making processes at the federal and state levels.

- **Investments should be comprehensive in scope.** Priorities should be based on whether projects have broad, comprehensive benefits. To ensure that comprehensive benefits ensue and to avoid "half-measures," funding should be sufficient to ensure that projects are not only begun but completed.
- **Investments should be partnered with real reform.** Timing is critically important for the new recovery package to succeed at stimulating the economy. Benefits can be maximized by using the recovery package to trigger reform of how transportation projects are financed and selected in the U.S. The federal government should:
  - Place new emphasis on sustainable revenue sources that accurately reflect the true cost of mobility.
  - Support the efforts of regions to evaluate and prioritize local infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economic, environmental, social, and other impacts.
  - Invest directly in regional projects that are nationally significant and that align with the new federal vision and genuine national interest. These projects should be determined using performance-driven criteria that lead to transparent, outcome-based, mode-agnostic decisions.

The agency's top priority was to encourage funding distribution that would benefit U.S. metropolitan regions like ours, which drives the Illinois economy. As the principles statement indicated, the benefits of such metropolitan investments are clear, and they include "higher economic productivity, job creation, reduced congestion, and improved overall quality of life."

In January, CMAP instituted a weekly email called "Economic Recovery Update" (<http://www.cmap.illinois.gov/recovery/>) in addition to the regular CMAP "Weekly Update" to keep regional stakeholders apprised of the stimulus package that was then in its early stages of development. Once the Act was signed, CMAP moved quickly to offer information to local governments regarding the eligibility of projects and recommended guidance for the types of projects that we thought would make the best use of the funding. CMAP quickly created a web clearinghouse that helped rally local efforts to capitalize fully on opportunities presented by the ARRA -- not just in terms of transportation, but also housing, energy, and many other program areas. CMAP helped implementing agencies understand the available funding, project eligibility requirements and associated deadlines. The agency helped to coordinate proposals across multiple organizations and jurisdictions, and in the process some significant former barriers to collaboration were torn down.

CMAP focused on communication and support for local governments and organizations in relation to potential ARRA funds coming to the region. The same day ARRA was signed into law, CMAP sent letters to local government leaders providing informal guidance as to how they can apply for stimulus infrastructure funds. The recovery Web site also featured in-depth analysis papers on economic development, workforce development, telecommunications, brownfields, the environment, water, and housing in regards federal funding available and how to apply for it by each category.

CMAP aggressively took the lead in coordinating a regional response to the ARRA economic stimulus package, of which accountability is a main tenant. ARRA stipulates that the expenditure of recovery plans should be "fully transparent to the public," but the document recognizes that not all agencies have user-friendly reporting systems. Federal agencies prioritize funding for applicants in part based on their ability to "deliver programmatic results and accountability objectives." CMAP intends to assist in providing this transparency by tracking projects using methods like the interactive Transportation Improvement Program (TIP) mapping system. With the Regional ARRA Coordinating Council, CMAP will help keep other organizations transparent and accountable for ultimate coordination between ARRA recipients.

Late in FY09, CMAP partnered with the CCT and leadership organizations in housing, workforce and the environment to explore creating effective regional strategies for leveraging and maximizing ARRA program dollars as the ARRA Coordinating Council (mentioned in **Section 1**). This group worked and will continue to work throughout FY10 to develop targeted strategies for linking housing, energy/weatherization and jobs together. The group intends to create a strategy to assist in building initiatives that could maximize ARRA resources throughout the region. Partners include: the Center for Neighborhood Technology (CNT), the Metropolitan Planning Council (MPC), Metropolitan Mayors Caucus (MMC), Chicago Jobs Council (CJC), Grand Victoria Foundation, Community and Economic Development Association of Cook County (CEDA) and Housing Action Illinois (HAI). These activities led directly to a regional proposal for funding under the Neighborhood Stabilization Program 2, described in the following section.

### ***2.3 Neighborhood Stabilization Program 2 (NSP2) Proposal***

Since the beginning of the foreclosure crisis, CMAP has assisted communities on several initiatives including the coordination of HUD's Neighborhood Stabilization Program (NSP) 1 and 2. This collaborative, region-wide approach involves a number of municipalities, counties, private partners, and civic organizations working together to tackle the daunting challenges that are posed by foreclosed properties in a community.

As FY09 was ending, CMAP prepared to submit a \$78 million grant application to HUD for the Neighborhood Stabilization Program 2 (NSP2) as part of a regional consortium of local governments. Members of the Chicago Metropolitan Neighborhood Stabilization Program 2 Consortium (CMNSPC) include the municipalities of Aurora, Berwyn, Cicero, Elgin, and Joliet; the counties of Cook, DuPage, Kendall, Lake, and Will; and the Illinois Housing Development Authority.

Development of the CMNSPC for NSP2 was possible due to the relationships that resulted from CMAP's prior coordination of NSP1 fund recipients. The NSP2 application is a ground-breaking initiative that exemplifies how the integration of sound transportation and land-use planning can be central to a new federal housing program. In partnership with local jurisdictions, CMAP will develop strategies that cross political boundaries to connect affordable housing to transit and employment opportunities, which is a key goal of the HUD/IDOT/EPA interagency agreement.

This inter-jurisdictional approach to NSP2 provides the opportunity to strategically stabilize and reconnect neighborhoods. At the same time, this regional strategy allows the CMNSPC to create efficiencies and build economies of scale when implementing the program. Together,

consortium members will be in a stronger position to leverage additional resources and to meet the overall NSP2 objective of stabilizing neighborhoods that have been severely impacted by foreclosures. A regional strategy also provides a platform to share information, exchange best practices, leverage additional assistance and partnerships, and maximize impact. For all these reasons and more, a regional approach has been the right one for NSP2.

CMAAP and other regional partners have been coordinating foreclosure initiatives since well before the development of the NSP program as part of the Regional Home Ownership Preservation Initiative (RHOP), co-sponsored by the Federal Reserve Bank, the Chicago Community Trust and Neighborhood Housing Services (NHS) of Chicago. RHOP was formed to strengthen partnerships and strategies related to regional foreclosure trends among key stakeholders. RHOP produced an action plan that identifies specific lead stakeholders and timelines to guide implementation strategies with CMAAP, MMC, MPC, and Chicago Metropolitan 2020 (CM2020) leading the vacant building mitigation efforts.

CMAAP, with the support of MMC and MPC, has created and managed the NSP Coordinating Council. The Council includes all of the jurisdictions receiving NSP1 dollars and local HUD CPD staff. Additionally, CMAAP, in partnership with MMC and Business and Professional People for the Public Interest, is developing a best-practice manual for addressing foreclosures. The manual will include model ordinances and case studies from around the region of communities taking measures to address vacant buildings as a result of foreclosures.

All of these efforts demonstrate how federal investments are key to local implementation of regional plans. And they show how regional coordination by agencies like CMAAP and its partners helps to maximize the local benefit of federal investments.

## ***2.4 Developments of Regional Importance (DRI) Process***

In fall 2007, prompted by language in SB 1201 (which was passed that year to clarify and expand the legislation that created our agency), CMAAP and its partners and stakeholders began developing a meaningful review process for examining Developments of Regional Importance (DRIs). Assessing the impacts and providing planning guidance on DRIs was then a new element to the CMAAP work program. CATS and NIPC had occasional involvement in regionally significant land use or economic development proposals, in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). But CMAAP's DRI process provided a new opportunity for regional partners to assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals and coordinate independent actions in support of regional goals more comprehensively. Examining these impacts from the regional perspective offers an opportunity to align projects and create consistency with regional plans and programs. A systematic process for examining DRIs should also help improve intergovernmental coordination; a key to successful regional planning.

It is CMAAP's intent to review developmental proposals that have the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or to the natural environment. Of particular concern are characteristics of proposals that may have impacts beyond the jurisdiction of the permitting agency (e.g. municipal zoning, county stormwater, state transportation departments). At the same time, it is not CMAAP's intent to usurp

the due authority of local governments or unnecessarily delay a proposed development with a review of questionable relevance or value.

At the end of FY09 on June 10, 2009, the CMAP Board and MPO Policy Committee approved the DRI process. The proposal received approval for a two-year period. After two years the Board may renew the existing process or adopt a new process. During the two-year approval slated to begin on August 1, 2009, no DRI review may exceed 75 days (i.e. two subsequent regular board meetings) in duration from the date of its initial Board consideration. CMAP worked and compromised with public and private stakeholders to reach a regional consensus on the process steps, which can be found at <http://www.cmap.illinois.gov/dri/>.

## **2.5 Regional Water Supply Planning**

In 2006, the State of Illinois initiated a statewide study of water-supply issues, in the hope of avoiding serious shortages that could arise due, in part, to development patterns and the lack of conservation measures. Executive Order 2006-01 called on the Illinois Department of Natural Resources (IDNR) to define a comprehensive program for state and regional water supply planning and management and to develop a strategic plan for its implementation consistent with existing laws, regulations and property rights. In fall 2006, CMAP was commissioned by IDNR to facilitate the process for an 11-county planning area of northeastern Illinois.

With representation from stakeholder groups that include local government, agriculture, business, advocacy, and development, CMAP's Regional Water Supply Planning Group (RWSPG) is charged with making recommendations on water resource policies and plans. CMAP and the RWSPG have endorsed a set of water-conservation measures, developed water-demand forecasts for the Illinois State Water Survey (ISWS), and are now finalizing a plan that will be implemented as part of the GO TO 2040 comprehensive plan. The ISWS will match water-demand forecasts with data on water supply to develop water-availability scenarios projected to the year 2050.

The study has shown that, despite its proximity to the Great Lakes, our region's water supply is by no means unlimited. It has also shown that, while water is a shared resource, there is a great deal of interdependence among users. One of the best examples of this is in the use of groundwater versus Lake Michigan water. Since groundwater resources are relatively limited and over-pumping has caused water level declines in several suburban portions of our region; groundwater users benefit when other communities are able to switch to Lake Michigan as a source of supply. It has helped to show communities that in some cases there is much to be gained by collaboration and conservation.

Another conclusion of the study is that land use and water use are intertwined. First, more compact development patterns tend to have lower water use per person. Second, infill and redevelopment opportunities in the region are concentrated within areas served by Lake Michigan, where more water is available than in groundwater dependent areas. The comprehensive outlook of the water supply study indicates that actions to support focused development – like transportation improvements, changes to zoning, urban design enhancements, etc. – would tend to improve the long-term availability of water in the region.



Depending on whether the region plans effectively, demand for water in 11 counties of northeastern Illinois could increase as much as 64 percent by mid-century, creating potentially serious shortages. On July 9, 2008, CMAP issued a news release regarding an important research report conducted by the Southern Illinois University department of geography and environmental resources ([http://www.cmap.illinois.gov/news/water\\_demand\\_7-9-08.aspx](http://www.cmap.illinois.gov/news/water_demand_7-9-08.aspx)) that garnered considerable press coverage, including *Crain's Chicago Business*, the *Daily Herald*, the *Northwest Herald*, and a long segment on WBEZ radio.

State funds for the northeastern Illinois water-supply plan were discontinued prematurely in FY09 when the IDNR water supply planning budget was cut by \$2.1 million, of which \$400,000 would have supported CMAP's work in leading the regional study. While that setback delayed completion of the plan by six months (it will now be complete in December 2009), it yielded an impressive show of support when counties and the University of Illinois (along with CMAP) stepped up with additional funding to bring the plan to completion. This was an important affirmation of the process and of local governments' willingness -- even in extremely lean budget times -- to provide substantial funding for coordinated regional water-supply planning. To learn more about the Regional Water Supply Study, visit <http://www.cmap.illinois.gov/watersupply/default.aspx>.

## **2.6 Tax Policy Principles**

On May 6, 2009, CMAP released a set of principles intended to help the organization judge taxes, user fees, and other revenue generators at the State and local level (<http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15278>). These concepts are more applicable for analyzing *systems* of taxes and fees rather than *particular* taxes and fees because the changes to one individual source of revenue should always be judged in relation to the system as a whole, not in isolation.

CMAP decided to consider tax principles at that time because, as Illinois finds itself in the middle of one of the worst economic downturns in history, it is becoming more of a challenge for the State and local governments to generate adequate revenue to meet public service demands. The agency also hoped to influence discussion of funding sources for the then-proposed capital plan, which ultimately was funded through a combination of video-poker revenues and other user fees. And because the *GO TO 2040* plan will recommend policies, programs, and capital projects -- along with their potential costs -- careful consideration of tax policies will be crucial for implementation of the plan, which will require State and local leaders to find additional revenues or identify trade-offs with existing programs or policies.

As approved by the CMAP Board, the principles are:

**Principle 1: Short-term adequacy and long-term sustainability.** This principle suggests that State and local governments should avoid a) overreliance on a single or small subset of revenue sources, and b) allocating only particular revenue sources to particular funds or programs.

**Principle 2: Broad tax base with low tax rates.** One strategy for keeping tax rates low while also providing for critical services such as good schools and neighborhoods, quality infrastructure, and access to recreational and cultural opportunities, is to ensure that the tax



base is as broad as possible. A broad tax base is one with few exemptions, deductions, and credits. All else equal, a broader tax base typically results in lower rates and a better business climate.

**Principle 3: Equity.** It is generally agreed that taxes and fees should strive for "horizontal equity" and "vertical equity." Horizontal equity means that similar people and firms should share the same burdens. Vertical equity means that the tax system should be based on the entity's ability to pay.

**Principle 4: Ease of administration.** A tax or fee that is difficult to collect typically leads to noncompliance. This principle suggest that it may be more prudent for State and local governments to adjust existing taxes and fees first before developing new revenue streams that may present administrative hurdles.

**Principle 5: Transparency and accountability.** It is vital for all taxpayers to have access to a full accounting of the types of revenues collected, the distribution of revenue, as well as the entities receiving exemptions or other tax benefits. This principle would also suggest that the State and local governments continually evaluate their tax and expenditure policies to determine whether the needs of their residents are being met.

## ***2.7 EJ&E Railway Acquisition by CN Railway***

In FY08 CMAP made a commitment to playing a strong role in the Surface Transportation Board (STB) environmental impact statement (EIS) process regarding the Canadian National (CN) railway's acquisition of the Elgin, Joliet, and Eastern (EJ&E) railway. Our agency sought to help ensure that the potential impacts – both positive and negative – were weighed carefully so the STB could make the best decision for our region. For example, by aggressively advocating a 10-year planning horizon over the STB's initial three-year period, the agency succeeded (<http://www.cmap.illinois.gov/template.aspx?id=11216>) in getting the STB to take a longer term view, as the STB ultimately chose a five-year period.

After months of staff analysis and discussion by our board and committees, CMAP issued a final set of recommendations ([http://www.cmap.illinois.gov/letter\\_to\\_stb\\_12-22-08](http://www.cmap.illinois.gov/letter_to_stb_12-22-08)) to the STB in December 2008. Primarily because the federal process had not allowed for a thorough cost-benefit analysis, the CMAP Board at its December 2008 meeting decided not to vote on whether to approve the acquisition. Later that month, the three-member STB approved the purchase unanimously.

The STB issued a press release, which stated that the merger "marks a significant step forward in our nation's efforts to alleviate rail and highway congestion." The board imposed a five-year oversight period during which CN is required to submit monthly operational reports to the STB. Among the required mitigation, CN must pay the majority costs for highway-rail grade separations at Ogden Avenue in Aurora and Lincoln Highway in Lynwood, both of which are part of the Strategic Regional Arterial system.

By May 2009, CN railway began filing monthly operational reports and quarterly environmental reports for the EJ&E railway as required by the STB Board. Traffic increases have not yet been as high as anticipated, due primarily to the economic downturn. CMAP will continue to monitor

the EJ&E and offer guidance to affected municipalities as part of its overall efforts in freight planning and community assistance.

One important result of the CN/EJ&E controversy has been increased visibility of the role that freight plays in our regional economy. For example, CMAP executive director Randy Blankenhorn appeared on WTTW's Chicago Tonight television show on March 17, 2009 (<http://www.wttw.com/main.taf?p=42,8,8&vid=031709d>) as part of a panel discussing freight and the EJ&E acquisition by CN. Through the *GO TO 2040* process, CMAP will prepare a strategy paper in FY10 to shape freight recommendations for the comprehensive regional plan.

## **2.8 Chicago 2016 Olympics bid**

On June 4, 2008, Chicago was named one of the four official Candidate Cities for the 2016 Summer Olympic and Paralympic Games. CMAP is working with Chicago 2016 organizers (<http://www.chicago2016.org>), primarily in looking at how transportation enhancements can help the bid and the region long after the Olympics. CMAP Board chairman Gerald Bennett is co-chairing the Metropolitan Mayors Caucus 2016 Olympic Regional Coordinating Committee. Executive director Randy Blankenhorn presented the Chicago 2016 team's transportation portion of the program when the Olympics committee visited in April 2009. The 2016 Olympics host city will be announced in October 2009.

Throughout its history, metropolitan Chicago has had a number of seminal events that have defined its character, from famous fires to World's Fairs, and each allowed us to create something new, special and unique. Regardless of the outcome, even the bid itself is a great chance to showcase the region as a great place to visit, to live and to work.

### **3. Funding Crisis, Legislative Priorities, and Partnerships**

#### **3.1 Comprehensive Regional Planning Fund (CRPF)**

The General Assembly struggled to create a budget for the state of Illinois for the new fiscal year, and by the start of CMAP's FY2010, the CRPF was not included. CMAP initiated a policy and legislative blitz from March through June in attempts to bring the CRPF back into the budget. Though the fund would only have made up one-quarter of the FY10 budget, it is needed to match federal transportation planning dollars and to pay for virtually all of CMAP's non-transportation activities. Therefore, the shortfall could have profound effects on the agency, region, and state. Across Illinois and the U.S., citizens are demanding greater transparency in how public investments are made during these challenging times. The CRPF is a cost-effective way for Illinois to help ensure that taxpayers get accountability.

As the federally designated MPO, CMAP has an overall budget that relies primarily on \$11 million in USDOT funds, which federal law requires be spent for regional transportation planning, with a 20 percent matching requirement. In addition to the important non-transportation work that it supports, such as planning and policy development for housing, water, natural resources, economic development, and more, the fund provides an essential match of CMAP's federal transportation planning dollars. The \$3.5 million received by CMAP from the CRPF leverages the \$11 million in federal transportation planning funds, which in turn leverage the \$2 billion in programmed transportation projects.

In addition to providing the required matching of those federal dollars, the CRPF contribution to CMAP supports the agency's varied non-transportation activities, which include planning and technical assistance to municipalities on issues such as housing, community development, management of natural resources, data acquisition and analysis, and more.

The CRPF was created in Public Act 95-0677 as part of a 2007 revision of CMAP's 2005 authorizing legislation. The bill was widely supported at the time by elected leaders and civic and business communities in the region. The Act created a \$5 million annual appropriation from the General Revenue Fund and was intended as a stable, dedicated source of funding for effective comprehensive planning throughout Illinois. These funds were dispersed by the Illinois Department of Transportation to metropolitan and rural areas across the state as follows: CMAP received 70 percent (\$3.5 million), the MPOs elsewhere in Illinois shared 25 percent, and the State's rural planning agencies shared 5 percent.

Both CMAP and the CRPF were created by acts of the Illinois General Assembly, so the agency sought a legislative solution to restore the fund in collaboration with the Governor and his administration. A publicity campaign was launched to encourage partners of the agency to send letters to state leaders emphasizing the importance of the fund for regional planning in the state. With CMAP's partners, the organization sought to address the shortfall by working with the Governor's office, the General Assembly, and IDOT. The Illinois Association of Regional Councils, the Illinois Metropolitan Planning Organization Advisory Council, and CMAP prepared a report in April 2009 ([http://www.cmap.illinois.gov/crpf\\_impacts/](http://www.cmap.illinois.gov/crpf_impacts/)) on the impacts of the CRPF.

Executive director Randy Blankenhorn submitted written testimony about the CRPF to the House Appropriations Committee on April 29, 2009. A CMAP delegation visited Springfield on May 6, 2009, to keep this funding issue on the minds of officials in the Governor's administration and the General Assembly. While the meetings were all positive, the fund had not been reinstated by the time this report was published, and CMAP has been forced to plan for FY2010 without the CRPF included in the agency's budget.

Just as FY10 began, IDOT committed to providing funds to match the federal funds CMAP receives. CMAP will continue to look at different ways to match funds and will have to significantly reduce non-transportation work until the CRPF is reinstated or another source of funds is identified. CMAP staff and Board members will return to Springfield in the fall to discuss the agency's funding with the General Assembly and governor's office.

### **3.2 State Legislative Priorities**

In January 2009 the CMAP Board approved priorities for the 96<sup>th</sup> Illinois General Assembly (<http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=13366>). The intention was to communicate CMAP's priorities to members of the General Assembly and other partners, and to guide staff in monitoring and responding to bills that are introduced throughout the session. CMAP's priorities include:

**Support a state capital plan.** The state capital plan needs to be significant, comprehensive, supported with new revenue, to set funds aside for planning, and to have a transparent and results-driven project selection process.

CMAP supported the capital bill with a condition that accountability provisions be incorporated into the bill. The bill ultimately passed as HB255 (tax elements) and HB312 (capital elements), signed by Governor Quinn on July 13, 2009, creating the \$31 billion "Illinois Jobs Now" (<http://www.illinois.gov/publicincludes/statehome/gov/documents/Illinois%20Jobs%20Now%20Press%20Packet.pdf>). While this is an important step for our state's and region's economy, unfortunately, the bill's project-selection process did not succeed in achieving the type of transparency and accountability that CMAP and its partners seek to promote.

**Restore funding for water supply planning.** For the past two years, CMAP has made significant progress towards developing the region's first water supply plan. Yet as CMAP and the RWSPG entered into the third and final year of its first phase of planning, the funding was cut from the state budget. Though partial funding was restored in July 2009 by IDNR, loss of funding now would squander the investment made to date in ensuring adequate and reliable supplies of clean water at reasonable cost for all users. CMAP is advocating for funding to be restored for state and regional water supply planning in the IDNR FY10 budget.

A line item for this was not included in the Governor's proposed budget this year. State funds for the northeastern Illinois water-supply plan were discontinued prematurely in FY09 when the IDNR water supply planning budget was cut by \$2.1 million, of which \$400,000 would have supported CMAP's work in leading the regional study. CMAP had to work with its partners to secure local funding to complete the regional water-supply plan. The long-term prospects for on-going efforts -- including implementation of the regional water plan -- are in doubt due to the lack of stable, sustainable funding.

**Fund the Local Planning Technical Assistance Act.** A key to the success of *GO TO 2040* will be the implementation efforts on a local level. However, many municipalities do not have adequate resources to prepare or implement local comprehensive plans. As a precursor to the Regional Planning Act, the Illinois Legislature passed the Local Planning Technical Assistance Act in 2002. In addition to defining the elements of a comprehensive plan, the Act calls for planning grants and establishes the Local Planning Fund to develop and implement local plans. However, funds were never appropriated. CMAP is advocating for funding to be appropriated to administer grants as outlined in the Local Planning Technical Assistance Act.

A line item for this was not included in the Governor's proposed budget. CMAP will continue to monitor appropriation bills.

**Address the foreclosure crisis.** CMAP and the Metropolitan Mayors Caucus have been working to support Business and Professional People for the Public Interest (BPI) in developing a sound legislative package to address the abandoned property component of the foreclosure crisis. The legislation would provide municipalities and the state with better information about foreclosures, including contact information for responsible parties; speed the transfer of vacant, abandoned property so that they can be returned more quickly to productive use; and to provide municipalities additional tools to require that responsible parties perform and pay for basic property maintenance. CMAP is advocating for the strengthened municipal authority to help municipalities address the abandoned properties problem precipitated by the foreclosure crisis.

CMAP supported the Illinois Vacant and Abandoned Properties Act (HB1195 and SB1409), which was passed in the House and placed on Calendar Order for a second reading. In the Senate it is still being referred to Assignments. The act would, among other things, require that servicers and other entities provide municipalities notice of foreclosure initiation and completion, authorize municipalities to create land banks, and allow municipalities to require mortgage holders to maintain properties in foreclosure and recover much more of the money municipalities spend to maintain vacant and abandoned properties.

Following negotiations in the House and Senate, a new version of the bill was attached to SB 268. Unfortunately, despite strong support, it did not get voted on by the Senate before the end of session. The bill will likely be voted on in veto session in late October.

**Ability to leverage innovative financing.** The state continues to face large funding shortfalls, and continuing liabilities create a ripple effect across all parts of the state budget. There is, however, a potentially untapped revenue capacity that exists across a variety of tax types, user fees and the privatization of certain government services and assets. CMAP believes the privatization of public assets or the contracting of traditional public services to private entities should continue to be investigated as a supplement to current financing strategies.

Two pieces of CMAP-supported legislation were introduced this year relating to leveraging innovative financing. SB0297 would create the Design-Build for Highway Construction Demonstration Act, authorizing the DOT and Illinois State Toll Highway Authority to use a design-build method of source selection for highway construction projects. At the time this report was published the bill was placed on Calendar Order of 3<sup>rd</sup> Reading April 1, 2009.

SB0305 creates the Public-Private Transportation Act of 2009, which authorizes private entities to deliver the timely development and operation of transportation facilities in a more efficient or less costly manner. CMAP supported this bill with an amendment that projects utilizing public-private partnerships must be consistent with regional plans. Unfortunately, the bill did not pass in the 2009 spring session but may be reconsidered.

### **3.3 Federal Policy Agenda**

Federal programs aimed at metropolitan areas often lack a consistent vision or a coordinated strategy. As MPOs and other regional agencies plan comprehensively to accommodate population growth, they lack the resources for implementing their integrated strategies, no matter how well-planned. Metropolitan areas must think and act in a more regional context, and the federal government must base its policy prescriptions, investment strategies, and decision making upon this reality. In partnership with MPC, MMC, CM2020, and CNT, CMAP created a federal policy agenda of reforms

(<http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=13474>) that should be among the Obama Administration's highest priorities to strengthen metropolitan Chicago and all our nation's burgeoning regions. They are summarized below:

**Infrastructure** The U.S. should commit to a new vision for the nation's infrastructure by applying outcome-based criteria and careful planning when selecting projects to produce the greatest returns for the economy and the environment. Priority should be given to reinvestment that emphasizes reconstruction and maintenance of infrastructure that already exists. Investments in new infrastructure should have a demonstrable national and/or regional benefit.

**Transportation** The new Administration should redefine the federal vision and priorities for transportation and reform the way transportation is funded in the U.S. by placing a new emphasis on sustainable revenue sources that accurately reflect the true cost of mobility. The federal government should invest in regional priorities, using performance-driven criteria for more transparent, outcome-based, mode-agnostic decisions which align with the new federal vision and genuine national interest. Resources should be focused on the most critical priorities - preservation of the national highway and transit systems; development of an intermodal freight agenda; and creation of a comprehensive national plan for inter-metro passenger travel. The federal government should support the efforts of regions to evaluate and prioritize local infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economic, environmental, and other impacts.

**Freight** The federal government should develop a national intermodal freight policy that addresses the efficient movement of goods and work to implement it throughout the country. Resources should be directed to the regions where freight has the greatest national benefit. Freight infrastructure and policies should stress innovation, including the use of state-of-the-art Intelligent Transportation System (ITS) technologies. The federal government should establish programs to encourage development and adoption of innovative tools for mitigating freight congestion and its impacts on local communities.

**Housing** To stabilize the housing market, the federal government must reform the regulation of banking and finance industries and amend the Real Estate Settlement Procedures Act (RESPA).

Current federal policies and programs for the production, operation and financing of affordable housing should be streamlined and reward intergovernmental cooperation to 1.) support regional efforts that encourage a broader distribution of quality affordable and workforce housing near jobs and transit; 2.) end chronic homelessness and provide for special-needs populations; and 3.) expand subsidized housing programs. Tax credits and other incentives should be offered for private-sector initiatives, including employer-assisted housing, green development and home energy efficiency. The federal Administration should ensure sustainable funding for the newly created National Housing Trust Fund and support the modernization of successful programs like the Section 8 Voucher Program Reform Act (SEVRA).

**Water Supply** Require the creation of state plans, constructed on a region-by-region basis, for sustainable water supply by 2020. Increase funding for water resources research, particularly for data collection through the U.S. Geological Survey National Water-Use Inventory program and funding for studies of water availability in metropolitan regions. Provide tax incentives for the installation of water meters, well gauges, and water use reporting systems, to track water use and to speed implementation of market-based water demand management. Require an increase in the 1992 national water and energy efficiency standards to provide additional incentives and regulations that achieve lower usage in appliances, irrigation systems, and industrial processes. Increase funding to the state-revolving loan so that municipalities can repair and modernize existing infrastructure.

**Economic Development** The new Administration should invest in strategies that support the services, infrastructure, and workforce that are necessary for growth of industry sectors with the highest potential economic impact; these include advanced manufacturing, alternative energy production, health care services, education, and research and development. The federal government should invest in comprehensive, metro-wide approaches to promoting economic development near jobs, transit, and diverse housing. To enhance productivity and strengthen economic competitiveness, the federal government should spur innovation and technology transfer by helping regional industries, governments, and research institutions to connect with one another and with capital resources. The federal government should bolster the Community Development Block Grant -- particularly for communities in greatest need of investment -- to provide resources for addressing local problems and opportunities.

**Green Technology** The new Administration should facilitate green technology and green jobs by overhauling policies that currently subsidize environmentally destructive industry practices and by using a performance-driven approach to investment in alternative technologies. The federal government should also support R&D in green technology, invest in related human capital programs to train or retrain the workforce for specialized skills in a new green economy, and introduce programs or regulations for implementing clean energy technologies and alternative fuels. Furthermore, the federal government should adopt and implement aggressive national programs to address energy conservation and recycling. A thorough assessment of opportunities and constraints to green energy development will lead to strategic, product-specific (e.g., wind vs. cellulosic ethanol) investments in production, transmission, and consumption.

**Human Capital** At all levels, the federal government should encourage educational innovations and entrepreneurship; make direct investments in the attraction of high-quality teachers and remove costly barriers to entry in that profession; and measure student, teacher, and school progress through formal performance metrics. The federal government should invest in regional



workforce development partnerships, particularly with community colleges, to train workers in the skills needed for the 21st century economy and connect participants to job opportunities. Moreover, the federal government should leverage institutions of higher education to foster intellectual collaboration and technology transfer cooperation.

**Climate Change** Require states and regional planning agencies to ensure that transportation, housing, economic development, and environmental policies and investments consider climate change mitigation and adaptation. Leverage the long-range transportation planning process to promote land use and transportation investment decisions that result in a lower-carbon lifestyle. Further increase federal standards for energy efficiency and fuel economy to help support climate change mitigation efforts. Invest in and provide incentives for research, production, and transmission of clean energy technologies and alternative fuels to reduce greenhouse gas emissions. Provide technical and financial assistance to metropolitan regions seeking to match federal climate change goals. Reduce greenhouse gas emissions attributable to federal operations and properties, both new and existing. Redouble efforts to transition away from centralized generation with inefficient long-distance transmission and toward smaller-scale, decentralized generation, and the “smart grid,” which will enable better demand management, and more intelligent utilization of capacity.

**The Great Lakes** Through the Great Lakes Regional Collaboration, the federal government should support the restoration of the Great Lakes through clean-up of legacy contamination, and reduction of nonpoint contamination sources. Objective, performance-based criteria for investment would treat green and traditional infrastructure equally, in contrast to current systems biased against the former. The federal government should intensify efforts to control invasive species, especially through preventing the introduction of new species in ship ballast water. It should also facilitate full implementation of the Great Lakes Compact, which will ensure a cooperative, performance-based investment process that balances ecosystem integrity with economic productivity.

### **3.4 MPO Recertification**

On June 10, 2009, a joint meeting was held with the CMAP Board and the MPO Policy Committee. The combined session let board and committee members hear from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) officials who were at CMAP for the quadrennial certification review to determine whether our planning process complies with the requirements of federal law and regulations. The joint meeting also allowed the federal officials to hear directly from the region's policy makers.

At one level, the USDOT team visited to assure compliance with federal regulations, a prerequisite for receiving federal aid transportation dollars. Just as important, the purpose of those regulations is to ensure a successful federal/state/local agency partnership that relies on effective decision-making for project selection at the state and local level. It is also an opportunity to validate the comprehensive, continuing, and cooperative planning process that exists here. The FHWA and FTA will issue their certification report in September 2009, and indications are that CMAP's process is viewed favorably. See CMAP responses to the USDOT planning questionnaire at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16520> and appendices at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16519>.





## 4. Other FY09 Work Plan Highlights

This section describes some of the more significant FY09 work plan activities and is not a comprehensive summary. For more detail, see the FY09 CMAP quarterly reports at [http://www.cmap.illinois.gov/current\\_workplan.aspx?ekmense=c580fa7b\\_8\\_10\\_10322\\_4](http://www.cmap.illinois.gov/current_workplan.aspx?ekmense=c580fa7b_8_10_10322_4). In outline form, the work plan consisted of the following nine programs (in bold) and their associated projects:

### **Long Range Planning: GO TO 2040 Development, Visualization, and Public Participation**

- Regional Snapshot Reports
- Strategy Analysis: New Report Preparation, Online Maintenance, and Continued Improvement
- Indicator Design: Collection of Baseline Data, Performance Measures, and Web site Development
- Scenario Design and Evaluation: Forecasting and Projections; Regional Assessment; Web Interface Design; Online Tools and Interactives
- Major Capital Projects
- Financial Plan
- Indicator Workshops
- Strategy Analysis Workshops
- Scenario Development and Evaluation: Public Involvement and Materials Design; Major Public Comment and Management
- Partner Management
- Resource Guide for Community Conversations
- Future Leaders in Planning (FLIP)

### **Regional Water Supply Study**

### **Transportation Improvement Program (TIP)**

- TIP Development and Implementation
- CMAQ Program Development
- Conformity of Plans and Program

### **Congestion Management Process**

- Intelligent Transportation Systems (ITS)
- Performance Monitoring
- Congestion Management Strategy
- Freight Analysis
- Bicycle and Pedestrian Plan Implementation

### **Plan Implementation**

- External Data Request Coordination
- Corridor Development Initiative

- Return on Investment (ROI) Model
- Economic Impact Analysis
- Summits and Roundtables
- Green Practices Workshops
- Midewin Alternative Transportation Study
- Planning Commissioner Training
- County Planning Coordination
- Public Private Partnership Development
- Full Circle Expansion and Enhancements
- Technical Assistance Providers Coordination
- Northeastern Illinois Greenways and Trails Plan
- Highway and Transit Project Analysis

### **Watershed Planning**

- Volunteer Lake Monitoring Program (VLMP)
- Maple Lake Phase 2 Rehabilitation and Protection Program
- Lake Biodiversity Recovery and Protection Plan Development Pilot Project
- Facilities Planning Area (FPA) Process
- Fox and Des Plaines River Watershed Protection, Restoration, and Education (Phase 3)
- Fox River Watershed Restoration and Education (Phase 4)
- Jackson Creek Watershed Plan
- IIT Water Re-Use Opportunities
- Kishwaukee River Basin Planning

### **Policy Development and Strategic Initiatives**

- CMAQ and MPO Committee Support
- Policy Development for Regional Focus Area
- Developing the Process and Reviewing Developments of Regional Importance (DRI)
- Legislative Analysis
- CMAQ Annual Report

### **Data Development and Analysis**

- Land Use Inventory
- County and Municipal Socioeconomic Inventory
- Household Travel and Activity Inventory
- Transportation System Inventory
- Data Library Management
- Internet Mapping Infrastructure
- CMAQ Data Portal Web sites
- CMAQ Research and Analysis Wiki

### **Information Technology Management**

- Web Environment Management
- Computer Infrastructure Management

**Section 2** of this annual report includes various important milestones that were important outcomes of the CMAP work plan. Below, **Section 4** describes some additional noteworthy activities and accomplishments from FY09.

#### ***4.1 Transportation Improvement Program (TIP)***

CMAP develops the region's Transportation Improvement Program (TIP). Our region, through the MPO Policy Committee and CMAP Board, is required to develop and maintain a fiscally constrained TIP that conforms to the State's Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, the TIP addresses other federal planning elements. A repository of TIP materials is available at <http://www.cmap.illinois.gov/transportation/tip.aspx>. CMAP works with local, county, state, and national partners to assure regional priorities are addressed and all available funding is used efficiently. CMAP continually assesses and influences capital and operational statuses of the transportation program to assure land use connection, preservation, and improvement of the environment and sustainability of economic prosperity. In TIP development and implementation, CMAP assures consideration of regional priorities regardless of fund source or implementing agency.

This year amendments were made to TIP to include the use of funds provided through ARRA. Projected funds from ARRA are summarized in a map and a list, which has details of the funding, location and work types of all these projects (map:

<http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15185> and list:

<http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15184>). All ARRA projects from FHWA must follow all federal requirements, which includes being in the TIP, Statewide Transportation Improvement Program (STIP), and the Federal Aid system.

CMAP released a beta version of an Interactive TIP Map, which helps the public understand what projects are underway and how their tax dollars are being spent. This interactive mapping system tracks federally funded transportation projects and regionally significant projects that do not use federal funds. After beta testing in FY08, the map was made public with data as current as November 2008 initially, and has since been updated as of May 5, 2009

(<http://www.cmap.illinois.gov/template.aspx?id=9946&terms=TIP+interactive+map>). Though the map is currently static, it will be updated once beta testing is completed in FY10. The map is in Google, so no special software is needed -- just Internet access and a web browser.

An important element of the TIP is the programming of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Part of the TIP, the CMAQ program was created in 1991 as a federally-funded effort to make surface transportation improvements that improve air quality and mitigate congestion. It supports transit improvements, commuter parking lots, traffic flow improvements, bicycle and pedestrian facility projects, bicycle parking projects, and other projects that result in emissions reductions that can be estimated and are otherwise eligible for CMAQ funds. CMAQ is an annual process involving the solicitation of projects; evaluation of

the air quality benefits of approximately 200 proposals in terms of the reduction in volatile organic compounds (VOCs), nitrogen oxides (NOX), vehicle trips, and vehicle miles traveled.

Eighty surface transportation projects across the region were selected to receive new federal grants totaling over \$63 million dollars from the CMAQ program for the Federal FY09 (see <http://www.cmap.illinois.gov/uploadedFiles/committees/cmaq/documents/fy09/Approved%20FY%202009%20CMAQ%20Program.pdf> for a full listing). The awards were approved by the MPO Policy Committee on October 9, 2008, and found eligible by federal agencies. In June 2009, CMAP released project rankings for FY10 CMAQ applications and a draft programming mark for FY10 was developed. See <http://www.cmap.illinois.gov/cmaq/default.aspx> for more information about CMAQ activities.

Additionally, Northeastern Illinois must implement a transportation program which will help reduce levels of pollutants to national standards by 2010. As part of transportation planning and programming process, the impact of proposed transportation activities on the region's air quality are evaluated on an ongoing basis.

## **4.2 Congestion Management Process (CMP)**

The CMAP Congestion Management Process (CMP) is a systematic method of managing congestion that provides information on the transportation system performance and on alternatives for alleviating congestion and enhancing mobility. The CMP is required by federal legislation and is governed by federal rules. Legislation requires that any federally-funded transportation project that significantly increases the capacity for single-occupant vehicles in the area be derived from a CMP. This work program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed include intelligent transportation systems, bicycle and pedestrian policies, managed lanes, transit enhancements, and improvements to the freight system. Efforts to improve the safety of the transportation system are of special focus within congestion management. The CMP is integrated into the transportation development process. Planning, programming, and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction strategies or address other issues, such as air quality, that result in congestion mitigation.

CMAP maintains the federally required Regional Intelligent Transportation Systems (ITS) Architecture and provides staff support for the Advanced Technology Task Force and planning for the Regional Transportation Operations Coalition. Input on technology aspects of these systems was and will continue to be provided for the *GO TO 2040* plan on topics such as pricing, more efficient arterial operations, advanced transit (signal priority, bus rapid transit, and traveler information services), and other innovations (highway intersection, advanced vehicle technology, etc.). A summary and brief write-ups on selected components can be found at <http://www.cmap.illinois.gov/attf/minutes.aspx>. Additionally, CMAP and the newly formed Lake Michigan Interstate Gateway Alliance (LMIGA) sponsored the 2009 Regional Operations-Construction Coordination meeting on January 20, 2009, as an opportunity for those who are responsible for constructing and operating the region's transportation systems to coordinate planned 2009 construction projects and traffic operations among the region's multiple jurisdictions. Systems operators and project implementers need to know what construction projects other agencies have scheduled so they can create the best operation plans in response.

CMAP created a construction map for 2009 for the region, which was updated to include ARRA projects (<http://www.cmap.illinois.gov/template.aspx?id=12686>).

Another aspect of CMP is performance monitoring, which includes data collection, analysis, and reporting. In June 2009 staff completed expressway crash scans to accompany the previously completed expressway congestion scans. The scans have been shared with highway operating partner agencies. A sample of the crash scans for the Eisenhower Expressway can be found at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16263>. Related congestion scans from I-290 Eisenhower Expressway from Canal Street to Wolf Road can be found here [http://www.cmap.illinois.gov/cmp/measurement.aspx#I-290\\_CanalSt\\_to\\_WolfRd](http://www.cmap.illinois.gov/cmp/measurement.aspx#I-290_CanalSt_to_WolfRd).

Other noteworthy performance measurement reports from FY09 included an overview of why congestion management needs performance measurement (June 2009). Having a base of information regarding transportation system conditions allows CMAP to monitor the effects of transportation projects and policies, as well as land development and market factors over which the agency has very limited or no control. Data available demonstrates that infrastructure projects can alleviate highway congestion. In April 2009 CMAP previewed strategic regional arterial congestion measurement for Illinois Route 47 in Kane and McHenry Counties, the results of which provided the first regional measurement of arterial operating conditions. As of January 2009, CMAP was able to illustrate congestion patterns on the freeways and tollways in the region based on congestion data and scans. For complete performance measurement updates, visit <http://www.cmap.illinois.gov/cmp/measurement.aspx#>.

### **4.3 Data Development and Analysis**

This core program area includes tasks needed to prepare primary datasets that originate with CMAP, as well as those developed by other sources. Data collection is an important aspect of CMAP's expanded planning responsibilities. It permits the integration of environmental, transportation, housing, economic development, socio-economic and land use planning data. Among other applications, these efforts will be critical to establishing base datasets for the *GO TO 2040* plan and for evaluating DRIs. This program is also critical to facilitate the electronic exchange of raw data within and between CMAP and other agencies and organizations. Establishing strong and robust data exchange agreements and protocols between governments and organizations is critical to maintaining current and credible planning data resources.

The Land Use Inventory is GIS-based and based in the CMAP region, broken out into 49 categories. It informs the region's comprehensive environmental and land use planning conducted by CMAP and partners. An important aspect of validating growth projections, it includes manual review by staff of primary source materials such as aerial photographs. Staff also started a proof-of-concept using satellite imagery provided by the Illinois Department of Agriculture to measure urbanization on an annual basis. Outside of CMAP, the inventory is used by university researchers, transportation and planning firms, state and federal agencies, the RTA, and numerous NGOs. Currently the inventory is produced on a five-year cycle, and the 2005 inventory was released in April 2009 and is available for download free of charge (<http://www.cmap.illinois.gov/LandUseInventoryDownload.aspx>). An updated version of the 2001 Land Use Inventory was released simultaneously with corrected inconsistencies. A work plan for the 2010 inventory has been planned for FY10.

CMAAP has assumed NIPC's former responsibility for conducting County and Municipal Socioeconomic Projections. Historically, this effort was scheduled to correspond with NIPC and CATS long-range planning cycles, but CMAAP has shifted to function as an ongoing generic data resource rather than being so strongly tied to plan development. The project's goal is to capture expected growth in terms of spatial extent, type, and intensity for a horizon year of 2040. The process will include a GIS-based tool that illustrates existing geospatial and demographic conditions, provides a capability to depict expected future land use and attendant densities, and calculates resultant demographic projections. Several counties have been included, while Will and DuPage should be completed by the end of the first quarter in FY10.

CMAAP's Household Travel and Activity Inventory is critical to validating existing travel models and advancing travel model development. The survey results are critical to evaluating the costs and benefits of planned transportation improvements. Following the completion of the data collection phase in FY08, a set of data was created for tabulations that can be used as reference and an overall guide to understanding the data set. The public dataset is available on the web at <http://www.cmap.illinois.gov/TravelTrackerData.aspx>.

Other ongoing work includes:

- **Transportation System Inventory:** Work is focused on maintaining and updating datasets that are used to represent the transportation system when evaluating costs, benefits, and environmental impacts under a variety of planning and investment scenarios. Specific tasks are driven by project applications and changes in required analysis formats.
- **Data Library Management:** Documents all relevant CMAAP-created data, records disposition and documentation of all external (non-CMAAP) data acquisitions.
- **Internet Mapping Infrastructure:** Work includes creation and management of web-based geospatial systems using ESRI mapping projects, Google Maps/Earth, and/or other products as appropriate.

#### ***4.4 Policy Development and Strategic Initiatives***

In addition to the effort to address many of the issues described above in **Section 2**, CMAAP's Policy Development and Strategic Initiatives area includes major effort pertaining to project management across all facets of the agency's work plan. The overarching aim of this program is to provide research, analysis and development of policies to support in addition to the promotion and integration of transportation and land use planning. Another vital goal is to improve CMAAP's capacity to understand and communicate the significant impacts that land use and transportation decisions have on each other and housing, natural resources, human services, and economic and community development. The project also coordinates the policy development activities across all functions of the agency.

Products of the program include the agency's annual work plan and work plan updates, monthly progress reports, and quarterly reports. In FY09, CMAAP emphasized the development of the DRI process, state legislative priorities, and a federal policy agenda (detailed in **Section 2**).

Significant staff effort was expended during the fourth quarter of FY09 on preparing for and participating in the quadrennial federal certification review of the CMAP region (the Chicago, Illinois Transportation Management Area). The two CMAP policy bodies (the CMAP Board and the MPO Policy Committee) met jointly during the on-site review in June so the regulatory agencies could hear directly from those bodies. Likewise, the Council of Mayors Executive Committee meeting was scheduled during the on-site review to provide a similar opportunity for the agencies to hear from this significant CMAP advisory committee. It is expected that the final report from the regulators will be available in September, 2009. Possible outcomes to a federal certification review include: meets or substantially meets requirements, does not substantially meet requirements and requires corrective action, meets requirements and federal agencies have recommendations to make, and meets requirements and regulators make commendations on noteworthy practices. At the close out meeting for the on-site review, FHWA and FTA staff indicated that no corrective actions will be required, the regulating agencies may have recommendations to make and some areas of the CMAP process will definitely receive commendations. It was noted throughout that the advance materials were extremely helpful, being thorough and including extensive documentation of the products developed and the processes undertaken by CMAP Policy bodies, other committees and groups, and staff.

The scope of the federal certification review included external and internal factors. External factors include: organizational changes, formation of new umbrella or other organizations, economic and demographic forecasts, political issues (votes or controversies), change in MPO or air quality boundaries, funding issues and changes, proposed new projects, issues and trends in regions that are closely connected to the MPO's region, news, Web, forecasts, political arena, and non-traditional sources. Internal factors reviewed included: assuring compliance with federal planning regulations and assuring that the planning process addresses the major issues facing the area. Lastly, the review must assure that the technical and administrative elements of the planning process internal to the agency are adequate, including: organizational aspects, review of the metropolitan planning area boundaries, review of federally required agreements, analysis of UWP development, review of the transportation planning process, review of the development of the region's long-range plan, review of financial planning, review of air quality work, review of staff documentation of process, review of TIP development/ approval/ amendment/ modification and project selection, review of agency's outreach efforts, review of agency's self certification, and review of the Title VI/ Environmental Justice activities.

## ***4.5 Plan Implementation***

The purpose of this program is to offer direct assistance to local agencies and officials to help them prepare comprehensive plans, address land use, planning, zoning, and developmental issues, in addition to using geographic information system tools and data in decision making. All activities are designed to build both local and regional capacity efforts in land use and transportation planning.

A Corridor Development Initiative (CDI) tool helps communities understand how density, affordability, and proximity to transit can make new development feasible for developers. The tool is targeted to communities that have a need for housing development but are facing greater challenges than they can overcome. Two communities, Logan Square and the Village of Steger, were chosen for the CDI program, and the first rounds of workshops will begin in FY10.



In a similar vein, the Return on Investment (ROI) model provides municipalities the tools they often lack to determine the financial feasibility of development projects, especially within the confines of specific land use regulations. This may result in development and planning that is not based on the realities of the area and will have limited long-term success. CMAP is in a position to provide municipalities with the information needed to improve their planning process and, ideally, their choices through the use of the ROI tool. On May 29, 2009, the first class was held to comprehensively train municipal planners in the use of the ROI model. Planners and managers from Barrington, Blue Island, Glenview, Highland Park, Itasca, Lemont, Naperville, Oak Park, and Streamwood participated, along with the Director of Economic Development from the South Suburban Mayors and Managers Association (SSMMA).

Economic Impact Analysis is also used by CMAP to assist economic developers and planners in making informed decisions as it related to economic development activity in their area. In FY09, impacts were conducted for Kane County, McHenry County, and CNT and COD analysis, among others

Full Circle is a mapping and planning tool that enables communities to collect, evaluate, map, and disseminate parcel-by-parcel information like land use, property values, building condition, and business types in order to support local planning initiatives. It is part of CMAP's effort to build the capacities of local municipalities and neighborhood organizations to collect and disseminate real-time and accurate information to community stakeholders so that they can make informed decisions about their goals, needs, and priorities. The tool can be employed in different development projects, including neighborhood/corridor revitalization, downtown redevelopment, housing development, retail attraction/retention, transit-oriented development (TOD), environmental/green initiatives, workforce development, vacant properties inventory, community health and public safety projects, as well assessing imbalances in the local economy. It gives communities the ability to inventory infrastructure, assets and amenities; detect changes; assess public moods; predict future patterns through scenario modeling and mapping; detect development opportunities and flag issues of concern.

The Full Circle project expanded to cover: piloting the program in the collar counties; the south Cook sub-regional project, which deploys Full Circle's mapping and geospatial capabilities to support intermodal sites, TOD, and land-use planning; and preservation compact, which deploys Full Circle's on-the-ground mapping capabilities to track and assess the rapid loss of affordable rental housing to condo conversion in the greater Chicago area. For a complete list of Full Circle projects, visit <http://data.cmap.illinois.gov/FC/>.

## **4.6 Watershed Planning**

In addition to the major Regional Water Supply Study described in **Section 2**, CMAP's FY09 work plan included a number of smaller but important activities to preserve and restore the region's water resources. This program covers the agency's activities in the areas of watershed planning, analyzing and making recommendations on proposed amendments to facility planning areas, providing technical assistance and project oversight to various USEPA and IEPA grant programs, and participating in various stakeholder groups throughout northeastern Illinois.

CMAP is working to help the region determine how to implement the Green Infrastructure Vision, which was originally developed by the Chicago Wilderness consortium with staff

support by NIPC. The vision is represented in a regional-scale map of that reflects both existing green infrastructure -- forest preserves, natural areas, streams, wetlands, prairies, and woodlands - as well as opportunities for expansion, restoration, and connection. Green infrastructure is defined as the interconnected network of land and water that supports biodiversity and provides habitat for diverse communities of native flora and fauna at the regional scale. It includes large complexes of remnant woodlands, savannas, prairies, wetlands, lakes, stream corridors and other natural communities that have been identified in the Biodiversity Recovery Plan. Green infrastructure may also include areas adjacent to and connecting these remnant natural communities that provide both buffers and opportunities for ecosystem restoration.

CMAAP staff have been conducting data analysis of various green infrastructure and habitat connectivity metrics. Our agency has also been calculating the amount of "actual green infrastructure" (woods, wetlands, etc.) within the large areas designated as green corridors within the Green Infrastructure Vision. These findings will be incorporated in CMAAP's scenarios for the *GO TO 2040* plan.

One of CMAAP's most visible water functions is the water quality review service provided by the agency for the northeastern Illinois Facilities Planning Area (FPA) process. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. CMAAP is the designated water-quality planning agency for the six-county region, and when reviewing wastewater permits and facility plans, the agency ensures consistency with the federally approved Illinois Water Quality Management Plan. CMAAP's Wastewater Committee (<http://www.cmap.illinois.gov/wastewater/default.aspx>) conducts reviews of requested amendments to the Illinois Area wide Water Quality Management Plan and makes recommendations to the Illinois EPA, which maintains decision-making authority for amendments to the plan.

Among the FY09 applications were FPA requests for the Grand Prairie Sanitary District, Thorn Creek Sanitary District, City of Sandwich, Village of Addison, and the Illinois American Water Company. Other staff products also included quarterly progress reports on area-wide water quality activities; an annual water quality activities report; updates to the Designated Management Agency tabular file; and an annual update to the FPA boundary map.

In FY09, CMAAP also completed work on upgrading the Jackson Creek Watershed Plan. With partners across our region, the agency's goal for the plans is to achieve USEPA/IEPA compliance by addressing numerous causes and sources of water quality impairment throughout the region. Funding comes from a grant under the Clean Water Act, distributed through the IEPA's Bureau of Water.

CMAAP also conducted work on protection, restoration, and education (Phase 3) of the Fox River Watershed, in addition to one implementation project with the Des Plains River watershed during FY09. The agency administers IEPA grants to subgrantees, who are responsible for design plans and specifications, permits and landowner agreements, signage, photographic documentation, operation and maintenance plans, progress and final reports. CMAAP provided technical review, administrative assistance, project evaluation, progress and final reports. As the central lead agency, CMAAP directs and reviews the individual nonpoint source pollution control projects under this IEPA agreement for consistency with the goals of the Integrated Management Plan for the Fox River Watershed and the Illinois Nonpoint Source Management Program report.

Another watershed project includes the coordination of the Illinois EPA's Volunteer Lake Monitoring Program (VLMP) for the seven-county region, involving over 100 volunteers at 80 lakes. CMAP also served as the technical advisor to the Forest Preserve District of Cook County for an Illinois Clean Lakes Program Phase 2 rehabilitation and protection project at Maple Lake. CMAP participated in a joint project with the Lake County Health Department's Lakes Management Unit on a Lake Biodiversity Recovery and Protection Plan Pilot Project. The goals of the project included developing a lake biodiversity database, updating lake classifications from the Chicago Wilderness' Biodiversity Recovery Plan, and preparing two lake-specific biodiversity recovery and protection plans.

#### **4.7 Additional Long-range Planning**

Other long-range planning involved with the *GO TO 2040* plan development includes the development of an Indicator Database, the development of major capital projects, and the creation of a financial plan. Indicators will be used to assess the effectiveness of potential strategy recommendations and to track progress toward plan accomplishment in future years. This activity is being undertaken in partnership with the CCT. Data was collected all through FY09 to establish a baseline, which will be used to compare future scenarios against. When complete, the identified regional indicators will be communicated through an interactive Web site, which was in the process of being designed during FY09.

Per federal requirements, a fiscally constrained list of major transportation capital projects will be included in the *GO TO 2040* plan. These were evaluated for inclusion in the plan based on criteria developed during FY09. In the fourth quarter of FY09, committee review and public comment were completed on evaluation measures. Board and MPO Policy Committee concurrence were obtained for the measures as well. Development of a financial plan based on the region's existing public finance was formulated during FY09. It assesses the financial ramifications of *GO TO 2040* strategies, and also creates a strategy for financing the plan's recommendations, which will be ongoing to coincide with development of the "preferred scenario."

All CMAP planning strives to keep the economy in mind. This spring, CMAP acquired a software program TREDIS (Transportation Economic Development Impact System), which is used to measure the economic impact of future planning. For our three *GO TO 2040* scenarios, "Preserve," "Reinvest," and "Innovate," TREDIS can evaluate quantitative economic outcomes and jobs, as well as income and outputs from infrastructure investments. See [http://www.goto2040.org/uploadedFiles/RCP/Strategy\\_Reports/PDF\\_files/Economic%20Development%20Incentives%20Strategy\\_June.pdf](http://www.goto2040.org/uploadedFiles/RCP/Strategy_Reports/PDF_files/Economic%20Development%20Incentives%20Strategy_June.pdf) for a related *GO TO 2040* strategy paper.

In conjunction with CMAP, the Regional Economics Application Laboratory (REAL) produced reference forecasts of employment, income and output for the future. RCF, an economic consulting firm, is preparing reports on innovation, telecommunications, green jobs and export promotion. CCT is doing research on education and workforce development by agencies in contact with CCT. The reports are designed to explain current conditions and make recommendations on how to treat these issues in the *GO TO 2040* plan.

## 5. FY09 Budget

The FY09 budget was developed with grants awarded to CMAP to support seven core projects. More than 60 percent of the money came in the form of a grant from the U.S. Department of Transportation through the Illinois Department of Transportation. SB1201 provided funding for regional comprehensive planning across the state, \$3.5 million of which would be allocated to CMAP. In FY09 a 3-percent reduction was made to the fund. The comprehensive planning allocation is designated as the matching funds for the federal transportation dollars, as well as supporting other planning activities.

The following table and charts summarize FY09 revenue and expenditures. Please note that the figures are accurate as of August 10, 2009, and are subject to revision pending the final FY09 budget audit.

### FY09 CMAP Revenues and Expenditures

#### OPERATIONAL REVENUES

##### Federal

USEPA	\$ 235,989
FHWA/FTA	8,765,100

##### State

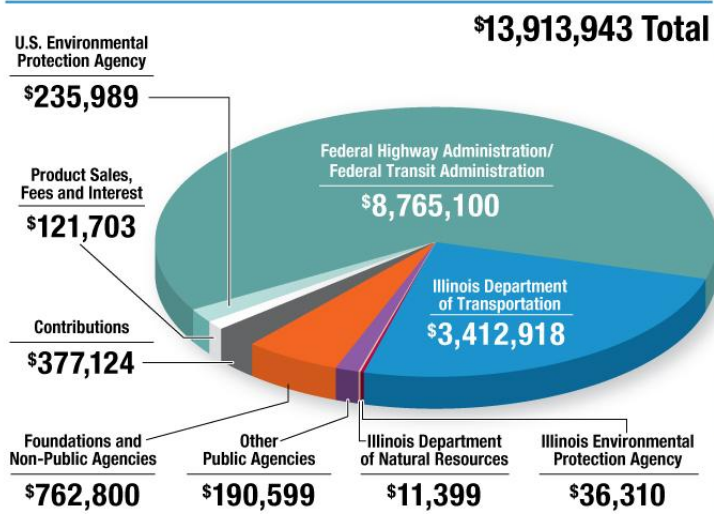
IDOT/Comprehensive Regional Planning Fund	3,412,918
IEPA	36,310
IDNR	11,399
Other Public Agencies	190,599
Foundations and Non-Public Agencies	762,800
Contributions	377,124
Product Sales, Fees & Interest	121,703
Total Revenues	<u>\$ 13,913,943</u>

#### OPERATIONAL EXPENDITURES

##### By Category

Personnel	\$ 8,662,005
Operating Expenses	1,713,707
Commodities	2,342,255
Contractors	2,342,255
Total Expenditures	<u>\$ 13,731,981</u>

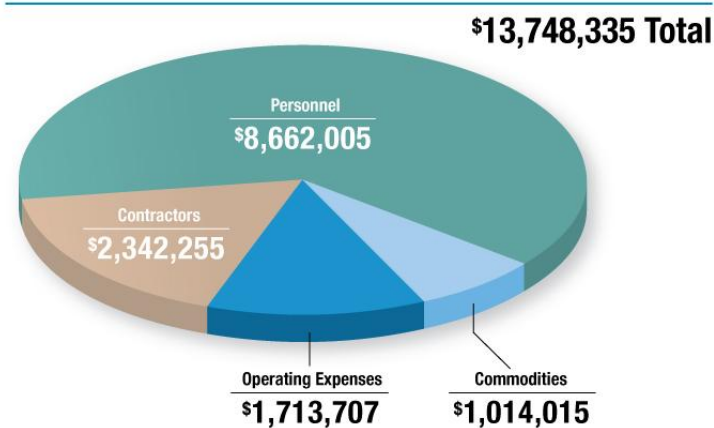
## CMAP Revenues, FY09



Source: Chicago Metropolitan Agency for Planning

U.S. Environmental Protection Agency	\$235,989
Federal Highway Administration/ Federal Transit Administration	\$8,765,100
Illinois Department of Transportation	\$3,412,918
Illinois Environmental Protection Agency	\$36,310
Illinois Department of Natural Resources	\$11,399
Other Public Agencies	\$190,599
Foundations & Non-Public Agencies	\$762,800
Contributions	\$377,124
Product Sales, Fees & Interest	\$121,703
<b>Total Revenues</b>	<b>\$13,913,943</b>

## CMAP Expenditures, FY09



Source: Chicago Metropolitan Agency for Planning

Personnel	\$8,678,358
Commodities	\$1,014,015
Operating Expenses	\$1,713,707
Contractors	\$2,342,255
<b>Total Expenditures</b>	<b>\$13,748,335</b>

## 6. Conclusion: Toward 2040

As CMAP begins FY10, our obvious emphasis is on completing the *GO TO 2040* comprehensive regional plan. Important milestones ahead include approval in January 2010 of the preferred scenario for implementing the 2040 vision, selection of capital projects based on that scenario, and release for comment of the draft plan in spring 2010. These major steps will build momentum heading into FY 2011, the first half of which will see the final *GO TO 2040* plan published and its implementation begun.

For our region, the stakes could scarcely be higher. Dramatic events during the plan's development -- from a near-shutdown of the transit system, to a deep economic downturn that brought housing starts and sales almost to a standstill, and to uncertain fuel costs and public revenues -- have only served to emphasize the need for effective, cooperative planning. While the public's skepticism of government is high, residents are increasingly insistent that their tax dollars be wisely spent. They also seem increasingly aware that their daily quality of life is shaped by factors that, while disparate and daunting, are best addressed with a comprehensive, long-term view of the future.

In other words, there is considerable reason for hope. With local officials and business leaders from across northeastern Illinois for the most part committed to pursuing collaborative, regional solutions to challenges affecting their communities, CMAP has the opportunity to enhance prosperity and preserve the region's economic competitiveness through mid-century and beyond. As the Burnham Centennial winds down, we hope to capitalize on these many positive factors and complete a rigorous, well-reasoned regional plan that is broadly embraced and boldly implemented.

## 7. List of Acronyms

<b>APA</b>	American Planning Association	<b>FAQ</b>	Frequently Asked Question
<b>ARRA</b>	American Reinvestment and Recovery Act	<b>FHWA</b>	Federal Highway Administration
<b>BPI</b>	Business and Professional People for the Public Interest	<b>FPA</b>	Facilities Planning Area
<b>CATS</b>	Chicago Area Transportation Study	<b>FTA</b>	Federal Transit Administration
<b>CCT</b>	The Chicago Community Trust	<b>GIS</b>	Geographic Information Systems
<b>CDI</b>	Corridor Development Initiative	<b>GRP</b>	Gross Regional Product
<b>CEDA</b>	Community and Economic Development Association of Cook County	<b>HAI</b>	Housing Action Illinois
<b>CJC</b>	Chicago Jobs Council	<b>IDC</b>	Illinois Development Council
<b>CM2020</b>	Chicago Metropolis 2020	<b>IDNR</b>	Illinois Department of Natural Resources
<b>CMAQ</b>	Chicago Metropolitan Agency for Planning	<b>IDOT</b>	Illinois Department of Transportation
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>IEPA</b>	Illinois Environmental Protection Agency
<b>CMP</b>	Congestion Management Process	<b>ILCMA</b>	Illinois City/County Management Association
<b>CN</b>	Canadian National	<b>ITS</b>	Intelligent Transportation Systems
<b>CNT</b>	Center for Neighborhood Technology	<b>ISWS</b>	Illinois State Water Survey
<b>CRLTAC</b>	Chicago Regional and Local Technical Assistance Consortium	<b>LMIGA</b>	Lake Michigan Interstate Gateway Alliance
<b>CRPF</b>	Comprehensive Regional Planning Fund	<b>MMC</b>	Metropolitan Mayors Caucus
<b>DOT</b>	Department of Transportation	<b>MPC</b>	Metropolitan Planning Council
<b>DRI</b>	Developments of Regional Importance	<b>MPO</b>	Metropolitan Planning Organization
<b>EIS</b>	Environmental Impact Statements	<b>NIPC</b>	Northeastern Illinois Planning Commission
<b>EJ&amp;E</b>	Elgin, Joliet, and Eastern railway	<b>NOX</b>	Nitrogen oxides
		<b>NSP</b>	Neighborhood Stabilization Program
		<b>R&amp;D</b>	Research and Development

<b>REAL</b>	Regional Economics Application Laboratory	<b>TIP</b>	Transportation Improvement Program
<b>RESPA</b>	Real Estate Settlement Procedures Act	<b>TOD</b>	Transit oriented development
<b>ROI</b>	Return on Investment	<b>TREDIS</b>	Transportation Economic Development Impact System
<b>RTA</b>	Regional Transportation Authority	<b>USDOT</b>	U.S. Department of Transportation
<b>RWSPG</b>	Regional Water Supply Planning Group	<b>USEPA</b>	United States Environmental Protection Agency
<b>SEVRA</b>	Section 8 Voucher Program Reform Act	<b>UWP</b>	Unified Work Program
<b>SSMMA</b>	South Suburban Mayors and Managers Association	<b>VLMP</b>	Volunteer Lake Monitoring Program
<b>STB</b>	Surface Transportation Board	<b>VOC</b>	Volatile organic compound
<b>STIP</b>	Statewide Transportation Improvement Program		





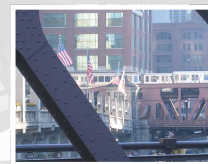
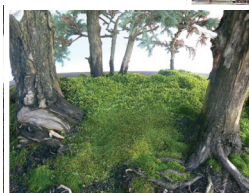
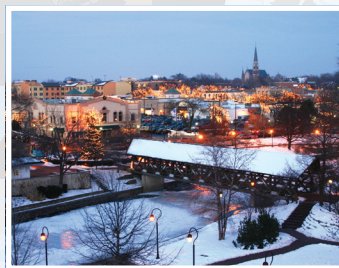
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The Chicago Metropolitan Agency for Planning (CMAP) was created to integrate planning for land use and transportation in the seven counties of northeastern Illinois. For more information, visit [www.cmap.illinois.gov](http://www.cmap.illinois.gov).